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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
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is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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ESTABLISHED 1857

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NOS. 1 & 2.
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[a1180]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
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SHAWAN, TOME'S & CO.,
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Hongkong, 1st October, 1905. [a1233]

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FRESH STOCK of the best PLATES and
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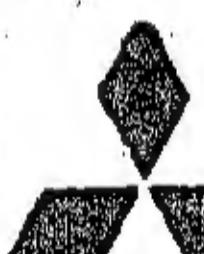
FURNITURE.
Hongkong, 28th May, 1906. [a39]

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FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE".

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to Mrs. F. W. WATTS,
"Braeside", 20, Macdonnell Road
(late of "Tang Yuen").
Hongkong, 27th June, 1905. [a43]

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M. B. S. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [a673]


MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK,"
A. I. A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet
Length on Blocks 714 " " "
Width of Entrance on Top 99 " " "
Width of Entrance on Bottom 88 " " "
Water on Blocks at Spring Tide 34 " " "
DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks 513 " " "
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Width of Entrance on Bottom 77 " " "
Water on Blocks at Spring Tide 22 " " "
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Extreme Length... 371 feet
Length on Blocks 36 " " "
Width of Entrance on Top 56 " " "
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PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with
THE LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
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The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear always ready
Short Notice. [a175]

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DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LTD., KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. [a188]

FOR BATHING PARTIES.



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CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 12th July, 1906. [a34]

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THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

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Apply to SIEMSSEN & CO., SOLE AGENTS FOR CHINA. [a68]

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BRANDY	\$22.50
"	20.00
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WHISKY, PALL MALL	12.50
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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG's WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
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WE ARE NOW SHOWING

SPECIAL LINES OF
THIN TWEEDS & FLANNELS
FOR EARLY AUTUMN WEAR
PRICE \$35 THE SUIT.

SEE WINDOW.

LANE, CRAWFORD & CO.

Hongkong, 1st August, 1906. [a33]

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"CITY OF BIRMINGHAM."

Complete with Five Centrifugal Pumps, Piping, Etc., India Rubber, Flexible Sections
Armoured, Phosphor Bronze Flexible Steam Piping. Two sets new Diving Gears by Messrs.
Siebe, Gorman & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary appli-
ances for salvage work (all new).

ALSO SPECIALLY FITTED AS A POWERFUL TOW-BOAT.

The "CITY OF BIRMINGHAM" has just completed the salvage of the ss. "DUMBARTON,"
stranded to the North of Cadzies Bay, and is now lying at Nagasaki Dockyard, being
thoroughly overhauled.

Classed 100 A1. Lloyd's.
Length B.P. 140 feet 5 inches.
Breadth 23 feet 3 inches.
Depth of Hold 10 feet.
(Tons Gross) 287.
Tons net 92.
Dead weight, 200 Tons.
Draft laden, 12 feet 10
Draft light, 10' 4" x 6' 6"

For further Particulars, apply to—

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23 & 25, QUEEN'S ROAD.

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BEST QUALITY LEATHER BOUND
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TENNIS RACKETS, Doherty, E.G.M.

THE PELICAN DRAWING INK, in a
Variety of Colours: Absolutely Water-
Proof.

BASE BALLS, "The League": Base Ball
Hats: Hockey Sticks: Indian Clubs:
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THE NEW TYPHOON WARNER.
Complete in Frame, \$1.00

DE LA RUE'S PNEUMATIC PLAYING
CARDS, Bridge Markers, Whist Markers,
Boule Sets, Cribbage, Euchre, Piquet,
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Combination Paper and Envelopes, &c.

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SOLE PROPRIETORS of the famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokkaido, Hondo, Kaneko, Fujinotama, Mamodo, Onoura (Oita),
Sasahara, Tsubakuro, Yoshinotani, Yosho, Yonokibara, and other Coals.

112 S. MINAMI, Manager, Hongkong

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WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

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DR. M. H. CHAUN.

SIE NTING.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1906. [a63]

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A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

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OF THE FINEST QUALITY AND
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SELECTED.Per Case Per Bot.
1 Doz.B. OLD TAWNY, RED
CAPSULE \$16.00 \$1.40C. INVALID SUPERIOR
QUALITY, BLACK
SEAL CAPSULE ... 20.00 1.79D. VERY FINE OLD
TAWNY, VIOLET
CAPSULE 27.00 2.25We can recommend D. as being a Full Bodied
Wine of very Superior VintageThe above Prices are subject to 5 per cent
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ALEXANDRA BUILDINGS.

Hongkong, 11th August, 1906.

terms and inducements to immigrants, we find now (in this recommendation) the Mother Country encouraging emigrants. It is the exporter, not the importer, who now pays the "cumshaw". This reversal of positions might have been expected. An undeveloped country keeps open hope, and does not enquire too closely into the antecedents of its visitors, provided they can work in any way to develop it. Once started, the flow of immigrants runs automatically, the example of kinsmen and friends, and the increasing facilities for transportation and accommodation which these have provided, partly serving to maintain the supply. Presently, in the United States, they have more than they think they want, and discourage, rather than encourage, new arrivals. In the case of Canada, the government is still inviting colonists, but it has become more critical than it was. As there is plainly room for millions more than have entered the Dominion, there must be a reason for the complaints that have been heard from Canada respecting the usefulness and otherwise of the imported population. This is where the committee, cautious as it has been with Mr. HAGGARD's scheme, seems to have done wrong in meddling at all, for the probability is that these organisations devoted to sending emigrants abroad are responsible for the trouble. The people wanted by our Colonies are the people who do not think of leaving Home, because they have no need to do so. To encourage her best, steady workers to leave for the Colonies would be suicidally foolish on the part of the Old Country, while to deport her undesirables is an unfriendly act toward the Colony that receives them. This question of emigration is beset with difficulties, and is one that the wisest reformer should approach with diffidence, while the rest should avoid it altogether.

"Tory Patrol" writes to the *Rangoon Gazette*:—Not long ago I read in your paper an extract containing a report by the Health Officer, Bombay, showing how plague was spread by fleas from dead rats and stating that these fleas could only be kept away or killed by crude petrol. I had a friend in a plague-stricken district and I sent him a copy of your paper containing the report, knowing that as he kept a motor car he would have petrol in the house. It may, perhaps, be said that the information your paper gave my friend has not been given in vain. Although people were dying of plague all around my friend's house, he did not get plague. He never will get plague; he never will get anything; what the petrol left of him was buried a few days ago. Dead rat, lively flea, petrol crude sterility!

Meers, E. S. Kadoorie & Co. are advised that the Maatschappij tot Mij, Boucheen Landbouwexploita in Langkawi, has declared a third interim dividend of Tls. 7½ per share, making Tls. 22½ so far for this year.

S.A.R. le Prince d'Udek paid a visit to the Right Rev. Bishop Pozzani at the Roman Catholic Mission House, Glencairn, yesterday forenoon. We understand that afterward the Prince, accompanied by Bishop Pozzani and some of the Italian Fathers, visited the St. Joseph's College, Italian Convents and other Roman Catholic institutions in the Colony.

"Summer is gone out." One sign is the announcement of the usual evening classes, which begin on October 3rd, sixteen or seventeen days hence. We have not yet received the syllabus, but are advised that instruction in commercial, engineering, and science subjects has been provided for. Mr. W. H. William, the organising secretary, will willingly answer enquiries.

A satirical Singapore journalist states that the fifth plan of the Panama Canal, just announced from Washington, is a lock canal. He adds that the fifty-first will, of course, be a sea-level canal. It is estimated that the amount of money spent on the plans would have constructed two canals, bearing a considerable balance over.

Though prohibited by law, cockfighting is still indulged in, secretly, in the Black Country and in some parts of Lancashire and Yorkshire. But in Capo Colony, where the law does not touch the "pastime," it flourishes with some of the glory that surrounded it in England in the early part of the last century. It is practically a universal sport and shows of fighting cocks are as common, as dog shows at the 22nd instant, and fixed ball in the sum of \$1,000.

His Worship remanded the case until the 22nd instant, and fixed ball in the sum of \$1,000.

DEATHS.

EDMUND PRINCE RICE & REMEDIOS, filios e genitos con summa sangre participiam a todos os meus parentes, amigos e condes em Hongkong e Macau o falecimento do seu caro esposo, perego SERAFIM BENJAMIN RICE & REMEDIOS que occorreu em Shanghai dia 20 de Julho p.p. e pedem que não se esquecam dellas nas suas orações.

1864

HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 17TH, 1906.

The emigration scheme that Mr. Russel HAGGARD, M.P., proposed as a result of his investigations two years ago in Canada and America, is condemned by a Blue Book just issued. His ideas were more ambitious than practical; he saw with the eye of the romance writer, instead of the eye of the legislator. The recent developments in the United Kingdom, the "back to the land" war, and the extraordinary prominence of the unemployed or the unemployable, will cause a certain amount of interest to be directed to this Blue Book, which might otherwise be regarded as a "back-number". Although the investigating committee recommends that public funds be used to help such of the emigration societies as are recognised and approved by the Emigrants' Information Office, this does not mean much of a boom in plans for dealing with the "superfluous tenth", as the modern paraphrase has it. There are good reasons why there can be no startling changes. The most important point has been noted, that the status of the immigrant is no longer what it was. The invited guest, who was formerly entitled to "leave his native land", is now often regarded as an "undesirable alien". Where Canada used to offer easy

kind permission of Lt.-Colonel C. H. U. Price, D.S.O., Commandant, and Officers of the 12th D. Co. Baluchis, the Board of the Regiment will play the following programme at the U. S. R. Club, Kowloon, to-day, commencing at 5 p.m.:

Mr. ... "Navaho", ... Alstyre
Overture, ... "Ten Girls and no Husband", ... Sutro
Suite, ... "Sobe's Las Olas", ... Rosas
Selection, ... "The Earl and the Girl", ... Caryl
Three Dances from "Nell Gwynn", ... German
Cakewalk, ... "A Coon Band Contest", ... Pryor

A German engineer has invented an automatic mechanism for preventing collisions at sea. The invention is based upon the use of Hertzian waves. In the case of steamers, it will be necessary that a toy wireless telegraphy installation be on the vessels, effective within a thousand yards radius. Two vessels fitted with this apparatus approaching each other in fog, and with the mechanism set, would, at 1,000 yards, give mutual and automatic warning by acting upon each other's signal, which would, in its turn, automatically stop the engines.

At the trial in New York of a youth who stole books from the Astor Library, the chief witness was a Russian spy. It came out in evidence that secret agents of the Russian Government are stationed in every library in New York. Their business is to note the persons who call for books relating to anarchy. The chief agent has under him a corps of skilled detectives, one of whom follows a suspected person as soon as he is indicated by a nod from the chief. In this manner the homes, habits and occupations of suspected Anarchists are learned, and if the suspicions are verified a report is made to the chief of the Russian Secret Service.

A new insulating material has been invented by a Portuguese firm of cork merchants. It has for its principal component granulated cork, and is called "corkite". Its application is unlimited, for it will resist the cold of a Siberian winter and the rays of a tropical sun; also the attacks of insects; even the white ant being powerless against it. As a non-conductor of sound it should be useful in city flats. In boiler tubes and flues it is said to reduce the temperature of the boiler room to an agreeable one. It is not inflammable and may be generally adopted for partitions and linings of houses. Bricks and slabs of "corkite" are made for this purpose, and can be sawed and bored like wood. It would seem to possess special advantages for use on warships taking the place of wood as far as possible.

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1864

HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

LAWN BOWLS

The following are chosen to represent the Kowloon Club in the return match against the Civil Service Club at Happy Valley on Saturday, at 4.30 p.m.:

Rink No. 1 Rink No. 2

A. Farnay A. Kinnos

T. Wright D. Harvey

W. M. Ramsay, (skip) T. Petrie

Rink No. 3 A. Milroy (skip)

Rink No. 4

F. H. Dixon J. Ramsay

G. Wilson W. Hutchinson

W. M. Russell G. Harton

Jas. Macdonald (skip) J. M. Henderson (ch.)

Reserves:—R. Lapey, A. Austin, H. J. Richardson, W. J. Crawford, R. Hunter, T. Neave and D. Gow.

The Civil Service team is as under:

Rink No. 1 Rink No. 2

A. Brown D. Gorley

A. Blowsy H. Steed

R. Duncan C. H. Parkinson

M. M'Ilroy (skip) J. A. Wheal (skip)

Rink No. 3 Rink No. 4

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Jas. Macdonald (

CHINA PORTS AND TRADE.
CANTON, TIEN-TSIN AND HANKOW.
STRUGGLE FOR FIRST PLACE.
CONSULS AND BRITISH ENTERPRISE.

In the course of his report on the trade of Tientsin for the year 1904-5 Mr. Consul-General Hopkins has some interesting observations to make, which we reproduce: "Since 1895," says Mr. Hopkins, "the position of Tientsin among the leading ports of China has undergone a radical change, and this change, as might be assumed, dates from the years 1900 and 1901, when Tientsin was engulfed in the whirlpool of the Boxer outbreak, the extent of the influence of which cannot yet be accurately gauged. Placing Shanghai in a class by itself, it will be found that a keen struggle for the second place has been maintained by Tientsin, Hankow and Canton. There are two phases in this struggle during the past decade, separated from each other by the abnormal years referred to above. As regards the first phase, it may be gathered from the customs tables that Tientsin was ahead of its rivals in imports, far away behind them in exports (not including re-exports), and in the total trade maintained a lead over Canton and approached closely to Hankow, which it even passed in 1898. Put a very different story is told after 1901. Thanks to a large increase in its imports, Tientsin retained its superiority in that line over both Hankow and Canton, but the former went ahead on the total for 1902. In 1903, however, Hankow passed Tientsin in imports and in the total, while for the first time in the 10 years the total trade for Canton exceeded that of Tientsin. In 1904 the same occurred again, Hankow increasing its lead considerably. The following are the figures for the three ports in 1904 and for Tientsin in 1905. The figures for Tientsin in both years include the trade of Chin-waung-tao:

	IMPORTS.	EXPORTS.	TOTAL.
1904.	Tscha.	Tscha.	
Hankow	84,119,000	63,035,050	147,154,050
Canton	57,447,933	43,061,429	96,508,478
Tientsin	65,759,590	18,207,981	82,907,581
1905.			
Tientsin	104,581,670	17,773,318	122,364,988

"Hankow, however, is Tientsin's antagonist in the struggle for existence, apart from that for supremacy. It is true that both ports supply and draw upon districts more or less their own, but there is a certain area common to both, and though it is perhaps too early to speculate on the possible result of the completion of the Peking-Hankow railway and though it cannot yet be stated for certain whether the effects of the Boxer outbreak are likely to be permanent, or even whether the alteration in the respective positions of the two ports is due to that outbreak, still it behoves the Tientsin merchant to bear himself and to seek out and, if possible, the causes of the comparative retrogression of his port.

"The fact remains that the initial advantages of Hankow in being situated on a large and central waterway, the ramifications of which tap some of the richest districts of China, and at the point of convergence of the Peking-Hankow and the projected Canton-Hankow and Szechuan-Hankow railways, are immensely superior to any that can be credited to Tientsin. Moreover, Hankow has what Tientsin has not, an export trade that is not too hopelessly outweighed by its import trade and is therefore bettering for the largest market. And, to quote the words of Mr. Jamieson, Consul-General, "to his Majesty's Legation, 'Tientsin would do well not to forget that large markets possess large powers of attraction.' At the same time it cannot be denied that the vested interests in Tientsin are far greater than those in Hankow, and the business of the northern port is characterised by an energy and a push in which the river port is sadly lacking."

"Of late years it has been customary to make British Consular officers the scapegoats for the failure of British trade to keep pace with its foreign competitors, but a cursory inspection of the archives of any Consulate in China will show that the fault lies to a great extent with the inability or unwillingness of the British merchant at home to adapt himself to new ways and with his general ignorance of the conditions of trade and life in so distant a country as China. It is interesting to examine the letters from merchants in the United Kingdom applying to a Consul to assist them in extending their business in his district. A brief preliminary study of Consular and other trade reports would make it abundantly clear to many of these merchants either that there was no market for their wares or that there was a better market elsewhere in China. A glance at such letters received at his Majesty's Consulate-General, Tientsin, during 1905 will give an idea of what is meant. Three applications were received from makers of musical instruments who had heard of the proposed institution in China of military bands and wished their names brought to the notice of the authorities concerned. One application came from a manufacturer of paper mill machinery, who also wished to be brought in touch with the Chinese Government. There are inquiries from a manufacturer of tools, of cork, of goods for electrical purposes, of iron and steel tubes, and of cream from a supplier of groceries and a contractor for dredging operations and the supply of dredging machinery, all of whom wished to learn whether there was any opening for them to utilise with a view to expanding their business. These applications were reasonable and justified by statements in various trade reports and by the requirements of the port. In another class, however, should be placed the definite instructions should be issued to the various departments that soldiers and sailors are to be given a prior claim to employment in the various posts in the Government service for which their services may be suitable.

"We were persuaded that such preference given, as it is by many employers of labour and public bodies, is all the more imperative on the part of the State.

"It is the duty of the State to set the best example in the method of treating its servants and it seems to me essential that once taken steps to carry out such important recommendations and to place itself on at least as favourable a footing as regards its employees as that of other employers."

"We therefore most earnestly urge that these instructions should be issued to the various departments that soldiers and sailors are to be given a prior claim to employment in the various posts in the Government service for which their services may be suitable.

"Another important cause is the great pains taken to master foreign languages. German firms are competing strongly with British firms in markets which, at the time, were almost entirely in the hands of British merchants, and this is not surprising, for the British representative, as a rule, has little or no knowledge of the language of the country in which he travels for orders, whilst the German is able to speak it fluently. It is extraordinary that British firms should continue to send abroad representatives who can speak no other language but their own."

"Efficiency of method is not the least of the main contributory factors. It is thoroughness which, perhaps more than anything else, Germans have to thank for their present happy state of abounding prosperity. It has enabled Germany to overcome one crisis after another in commerce and finance, inasmuch as it helps to the discovery of where the weakness lies. Economists teach that small concerns cannot exist side by side with large ones when they are in competition, but this is disproved by the great trusts, they are able, when

"The Commission appointed to propose measures for the simplification of French spelling has reported. It is suggested that the letter *y* shall be suppressed whenever it is pronounced as *i*, as in *crystal*; that *sh* shall take the place of *x* in such plurals as *chevrons*; that the superfluous *h* shall be dropped in such words as *retrograde* and *teatre*; that the French for egg shall henceforth be *œuf*; that we shall write *pane* instead of *pain*, *peint* instead of *peint*, *dictrine* instead of *dictio*, and *expidition* instead of *expedition*. The Academy, it is said, is not to be consulted, and the changes are to be made compulsorily in all schools by Ministerial decree. Whether they will be adopted by men of letters, who are not less interested in the French language than the pedagogues, is another question.

trade of his district by the establishment of a commercial museum in which are exhibited specimens of every article made in the province and to each article is attached a ticket giving the address of the makers, the price, &c.

WORK FOR SOLDIERS.

EMPIRE LABOUR BUREAU PROPOSED.

The Committee appointed last December to consider the question of the civil employment of ex-soldiers and sailors has issued its report. Sir Edward Ward, Permanent Under-Secretary of State for War, was the chairman of the Committee, and other members were: Major-General Lord Chelmsford, Colonel W. Elliott, Paymaster-in-Chief C. E. Gifford, representing the Admiralty; Sir Frederick Harrison, general manager London and North Western Railway; Sir George Llysworthy, chairman of the South Metropolitan Gas Company; Major-General Mills, Director of Recruiting and Organisation; and Colonel Walsh, Chief Recruiting Staff Officer.

One of the greatest difficulties attending the recruiting for the two services, particularly the Army, is the well-grounded fear of the best type of men that on getting their discharge they would be turned into the world with little or no chance of earning a living. Sir Edward Ward and his colleagues on the Committee were set the task of solving this grave problem, and their main recommendations are as follows:

The formation of an association, with affiliated branches in counties and towns, to undertake all the work of employment now carried out by the War Office and existing civil agencies, and to get into touch with employers of labour throughout the Empire.

The association to be supervised by a council consisting of civic representatives, employers of labour, including War Office and Admiralty officials, and ex-soldiers and sailors.

Formation of local committees, presided over by the local Lieutenant in the case of a county, and by the mayor in the case of a town.

An annual grant from the Government of £10,000,000, £1,000,000 from Army and £9,000,000 from Navy funds, also voluntary subscriptions.

An "Employment Gazette" to be published monthly by the central office.

The appointment of ex-soldiers and sailors in the various Government departments.

Every soldier to learn some description of technical work during his career.

Facilities for emigration.

Perhaps the most important of these genuinely practical recommendations is the one that soldiers should be taught a trade. The Committee states that a sailor, by the variety of occupation lacking in the soldier, more readily obtains employment, and it is with a view of making the soldier more of a "handy man" that the suggestions are made.

Among the subjects which the Committee recommends should be taught are: Short-hand and typewriting, Business correspondence, Book-keeping, Carpentry, Shoeing and blacksmith's work, Platelaying and troweling, Railway signalling, Saddlery, Slaughtering sheep and cattle, Telegraphy, Electrical wiring, Driving of motor vehicles, Farm work and ploughing, Driving and the care of horses and harness.

In regard to the cost of instruction and material, the Committee suggests that a sum proportionate to the size of his command should be placed at the disposal of such general officer commanding-in-chief.

Many of the subjects can be taught in the Army schools or in the barracks, and where this is not possible arrangements could be made with the technical institutes in the various cities and towns where soldiers are quartered. Endeavour should also be made, by means of periodical lectures at each military centre, to bring clearly before the men the possibilities of their future career.

"There is a lot of idle land in Ireland," he said. "Why should not the evicted tenants take possession of it?"

LANDGRABBERS' CAMPAIGN.

LIVING BY "CAGGING."

The PLAISTOW LANDGRABBERS have drawn up a plan of campaign, whereby, as Councillor Cunningham, their leader, explained to an Express representative, it is hoped to keep the West Ham Town Council at bay for at least twelve months.

The only legal way of ejecting the land-grabbers from the council's land is according to counsel's opinion, which they say have taken, to obtain a mandamus of the High Court. But a mandamus would have to be served on each man, they declare, and as soon as it was served the men in residence would go out and a new set of men would go in; and so on, until the council was tired.

Meanwhile the men who had received mandamus would take possession of land elsewhere.

"Possession is nine points of the law," added the king of the land-grabbers with a cheerful wink at the half dozen of barely unemployed who lay in a comfortable attitude of passive resistance on the grass floor of the tent.

"Of course, we do not expect to make a living by digging; we can make more by caging," Councillor Cunningham added with a jerk of his thumb towards a cigar box with a slit in it.

It is intended as an object lesson," he went on.

"This country could support a hundred million people if it were cut up and properly farmed. We want to show the Government that they have got to put the people back on the land. The Japanese get a living out of the land. Why can't English people?"

Hundreds of people strolled round the camp, which is not far from Upton Park Station, but few contributed to the funds. The total of Saturday is £4, which left very little in hand. But the chink of the cigar was enough to attract other "unemployed," who, however, mostly with strong refusal of work.

The land-grabbers have one point in common with everybody society: they rigidly observe Sunday as day of rest. The spade stood upright, and no man so much as thought of picking one up. The only work permitted was "caging." A man stood at each end of the field with a cigar-box, and "caged" from people as they entered.

But there was no unreasonable objection to other people working, and Mr. Jones, a local barber, who arrived with a boy, a chair, a razer and some soap, was allowed to shave the land-grabbers without being charged for the privilege. They get what water they want for nothing, from the people who live round the field, which is enclosed on two sides by houses.

Mr. A. Rothwell, Mayor of West Ham, has written to Councillor Cunningham protesting "strongly against the illegal act which has been committed."

The rector of Holy Trinity, Hulme, has made an offer to the unemployed who have grabbed his land at Lewisham.

He is willing to place a portion of his unoccupied land free of charge and for a limited period, at the disposal of a committee for the purpose of testing the ability of urban unemployed to do profitable agricultural work.

This offer is conditional on the observance of two stipulations—that there are no more than two stipulations—and that there are no demonstrations held on the glebe.

At a meeting of the Irish Evicted Tenants' Association in Cork, Mr. Dorgan, one of the district councillors, referred to the unemployed of London and Manchester taking possession of unoccupied lands.

"There is a lot of idle land in Ireland," he said. "Why should not the evicted tenants take possession of it?"

GERMANY'S ADVANCE.

In the *Fortschritt* Review Dr. Louis Elckind describes the tremendous strides Germany has made within recent years in the spheres of commerce and industry, and examines the causes which have contributed to this result. "If I were asked," he says "to say what has contributed most to Germany's progress I should unhesitatingly mention the development of patriotism in its best sense in the individual, and, though this historic fact cannot be proved by the usual methods of the statistician we know beyond doubt that the nation has come to work together as a firm and united organisation."

Then there is education, and it is interesting to note his conclusions on this point. "There can no longer be any doubt that Germany's industrial advance is mainly due to the extent and thoroughness with which technical education is being conducted. Briefly stated, the secret of the pronounced success of the technical colleges in the Fatherland lies in the fact that they have kept pace with the ever-increasing scope of all branches of science in general, and, to the same extent, with the ever-increasing demands of the present-day industrial enterprise upon scientific investigation and research. And, in addition, the number of subjects and sciences taught is constantly being added to, whilst, on the other hand the harmonious blending of the practical with the theoretical has greatly furthered the development of the scientific spirit in all its essential details."

Another important cause is the great pains taken to master foreign languages. German firms are competing strongly with British firms in markets which, at the time, were almost entirely in the hands of British merchants, and this is not surprising, for the British representative, as a rule, has little or no knowledge of the language of the country in which he travels for orders, whilst the German is able to speak it fluently. It is extraordinary that British firms should continue to send abroad representatives who can speak no other language but their own."

The two youths quarrelled. How it originated no one knew, but they settled it by hitting their heads like rams. I have seen these two play like rams, not in spite of all my efforts to make her do so. The other three were major, in bachelors. She was clad like the average Hindu of her sex. Her sonny head of hair betrayed the weakest point of her anatomy. She maintained a passive indifference to all that took place around her, and like the Veddas of Ceylon, would not laugh, in spite of all my efforts to make her do so. The other three were major, in bachelors. Of these, the biggest was less than four feet. He was less self-possessed than the woman; to me he appeared like a frightened child. The younger two were about six feet and eighteen years old. Of the four Mangoheds, the youngest was the only one who smiled, and sometimes laughed aloud. He smiles often, meant mischief. He hated bright colour, and if he noise any one with a bright red cloth that cloth was soon rent in two.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS



EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in Commercial, Engineering and Science Subjects will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, 3rd October.

Particulars and Prospectus may be obtained on application to the undersigned or at the REGISTRAR GENERAL'S OFFICE.

W. H. WILLIAMS.

Organizing Secretary.

Hongkong, 17th August, 1906. [1591]

NOTICE.

TO-MORROW (SATURDAY), the 18th August, being the BIRTHDAY of His IMPERIAL and ROYAL APOSTOLIC MAJESTY FRANCIS JOSEPH I, Emperor of Austria, and King of Hungary, Mr. DE SZENTIRMAY and DARAVANTO, Acting Counsel for Austria-Hungary, will be pleased to welcome at the I. and R. Consulate, Prince's Building, Ice House Street, between 10 and 11.30, the Members of the Austro-Hungarian Community, and between 11.30 and 12 his Foreign Colleagues, as well as the British Officials or other personalities who may wish to call on this occasion.

Hongkong, 17th August, 1906. [1591]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION of the YUET HAN RAILWAY CO., LTD., in the Kwang Tang Section, CHINESE CIVIL ENGINEERS or ENGINEERS; STUDENTS, having Experience in Railroad Preliminary Location and Construction. Must be capable of handling any kind of railroad instruments on field work.

Address applications, giving training, references, experience and samples of work, to:

H. E. CHANG.

President of the Kwang Tung Mercantile Administration of the Yuet Han Railway Co., Ltd., Canton.

Canton, 15th August, 1906. [1592]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "HAITAN," Captain J. S. Reach, will be despatched for the above Ports TO-DAY, the 17th inst., at 10 a.m. instead of as previously advertised.

For Freight or Passage apply to:

DOUGLAS LA PRAIA & CO., General Managers.

Hongkong, 16th August, 1906. [1589]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG," having arrived from the above Ports, Consignees of Cargo are hereby informed to send in their Bills of Lading for counter-signature by the Undersigned and to make immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after 9 a.m., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th August, 1906. [1586]

FROM HAMBURG ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLOVAKIA," Captain Porcellini, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to make immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge, will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th August, 1906. [1593]

THE KWANG TUNG MERCANTILE ADMINISTRATION

OF THE

YUET-HAN RAILWAY CO., LTD.

TENDER for 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS, capacity 5 cubic yards. The Coaches are to be the same style as the First and Second-class Coaches of the San-Shui Division, with the exception of the length, which will be 60 feet over endills.

The Third-class Coaches are to be the same as the Second-class Coaches of the San-Shui Division, with the exception of the interior finish and the seats to run longitudinally—the side and double centre seats. Bidders will be required to state the net cost and time of delivery free alongside the wharf, Wong Shui.

Tenders will be opened in the HEAD-OFFICE, CANTON, on the 23rd day of August, 1906, at 11 a.m.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI,

President.

Canton, 9th August, 1906. [1568]

INTIMATIONS

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

WILL BE HELD ON BEHALF OF THE MISSIONS TO SEAMEN

On the Volunteer Parade Ground, TO-MORROW EVENING (SATURDAY), 18TH AUGUST, 1906, at 9.15 P.M.

TICKETS (2s and 1s) may be obtained from the VOLUNTEER HEADQUARTERS and from MESSRS. KELLY & WALSH.

Hongkong, 13th August, 1906. [1573]

NAVY CONTRACT.

TENDERS are invited for Performing UPHOLSTERY WORK for H.M. DOCKYARD, Hongkong, for a period of Twelve Months from 1st September, 1906.

Forms of Tender may be obtained on application to the NAVAL STORE OFFICE, H.M. Dockyard, Hongkong, and should be returned not later than NOON on THURSDAY, 23rd AUGUST, 1906.

A Deposit of \$100 (one hundred dollars) will be required when applying for Tender Forms, to be returned if the Tender is declined.

Hongkong, 15th August, 1906. [1574]

MAGISTRACY.

A MEETING of HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the MAGISTRACY, at 2.15 P.M. on TUESDAY, the 21st August, 1906, for the purpose of considering the following application under the Liquor Licence Ordinance, 1898, viz.—

From one MOOSA ALBDOO RAZACK for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "The Bell View Hotel."

H. H. J. GOMPERTZ, Police Magistrate.

Hongkong, 26th August, 1906. [1567]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

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By Order,

W. BOWEN-ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [1581]

BONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily at 7.30 a.m. and from Macao at 2.30 p.m. On SUNDAYS the Steamer departs from Hongkong at 8.30 a.m. and from Macao at 1 p.m. tide permitting.

FARES—Week days, 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION

at the following rates:

SUNDAYS ONLY

1st Class, Single ... \$1.00

With Cabin ... \$1.00

1st Class, Return ... \$2.00

With Cabin ... \$2.00

3rd Class, Single ... \$0.50

Return ... 60 "

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to take the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31 DECEMBER, 1905

217,827,119.

L. AUTHORIZED CAPITAL... \$30,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 3,885,720 19 8

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to take the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th July, 1906. [1549]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. [1585]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904. [29]

INSURANCES

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. [1585]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. [1585]

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Hongkong, 13th August, 1906. [1585]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. [1585]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

INTIMATION.

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
PLEYEL, KEMMLER.
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.
York Building, Chater Road.

Hongkong, 30th July, 1906.

527

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (23,750,000).
RESERVE FUND ... FL. 5,000,000 (2,417,000).

HEAD OFFICE IN AMSTERDAM.
HEAD AGENTS—BATAVIA.

Branches—Singapore, Penang, Shanghai, Bangkok, Semarang, Sourabaya, Cirebon, Tepi-Poelongan, Pasuruan, Tjilatup, Padang, Medan (Delhi), Palembang, Kotabadi (Achen), Telok-Semawe. (Anew).

Correspondents at Macassar, Bombay, Madras, Pondicherry, Calcutta, Madras, Suez, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS.—THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum
do. 6 do. 3% do.
do. 3 do. 3% do.

L. ENGEL, Agent.

Hongkong, 26th July, 1906. (15)

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 21,900,000
CAPITAL UNCALLED ... 3,000,000
RESERVE FUND ... 10,300,000
SPECIAL RESERVE FUND ... 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
Osaka Lyons Tainan
London Honolulu Bombay
San Francisco Tientsin Newchwang
Shanghai Peking Shantun
Daiy Chelfoo Tsinling

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.
PARK'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 4% per annum
" " " 6 " 4% " " " 3 " 3% " " " TAKEO TAKAMICHI.

Manager.

Hongkong, 27th March, 1906. (613)

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China
the Philippines Islands and the
Republic of Panama.

CAPITAL AND SURPLUS ... Gold \$10,000,000
AUTORISED ... Gold \$10,000,000
CAPITAL PAID-UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINEN COMPANY BANK.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:—

For 6 " " 4% per annum.
For 3 " " 3 " " " H. PINCKNEY,
Manager.

Queen's Road, Central,
Hongkong, 20th September, 1906. (1456)

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,600,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,000
RESERVE FUND ... 135,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months ... 4%
" 6 " 3% " " " 3% " " " E. ORMSTON,
Manager.

Hongkong, 26th March, 1906. (26)

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

SILVER RESERVE ... \$,500,000

RESERVE LIABILITY OF PROPRIETORS \$,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq.—Chairman.
G. H. MURKIN, Esq.—Deputy Chairman.
E. GOOTZ, Esq.
Hon. Mr. W. J. GRIESEN, Esq.
C. R. LEONARD, Esq.
D. M. NISSIM, Esq.
A. J. RAYMOND, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH

ACTING MANAGER: Shanghai—W. ADAMS OHAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of TWO per cent per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months, 2% per cent per annum.

For 6 months, 3% per cent per annum.

For 12 months, 4% per cent per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 4th June, 1906. (23)

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Colonia, Hankow, Peking, Tientsin, Tsinanfu, Tsingtao, Kobe, Yokohama, Singapore.

Founded by the following Banks and

BANKERS:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) BERLIN.

DIREKTION DER DISCONTOGESSELLSCHAFT.

DEUTSCHE BANK.

S. BLEICHROEDER.

BERLINER HANDELS-GENESELLSCHAFT.

BANK FÜR HANDEL UND INDUSTRIE.

ROBERT WAGSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD & CO.

SOEHNE

JACOB S. H. STEEN

NORDDEUTSCHE BANK HAMBURG, HAMBURG.

SAL. OPPENHEIM, JR. & CO., KOELE.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-BANK, MUNICH.

LONDON BANKERS:—

MESSRS. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK.

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTOGESSELLSCHAFT.

LONDON BANKERS:—

MESSRS. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK.

BANK, LIMITED.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTEE,

Manager.

Hongkong 1st May, 1906. (27)

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by THE HONGKONG AND SHANGHAI BANKING CORPORATION. Enquiries may be obtained on application.

INTEREST on deposits is allowed at 3% per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4% PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 30th May, 1906. (24)

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000

CAPITAL PAID-UP ... 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Kobe Nagasaki

Osaka Tainan

Shanghai Yokohama

Keelung

Hongkong

Interest allowed on Current Account.

Deposits received on terms which may be learned on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. (199)

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1856.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £200,000

RESERVE LIABILITIES OF SHAREHOLDERS ... £200,000

RESERVE FUND ... £75,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 3% per cent.

" 6 " 3% " " " T. P. COUCHMAN,

Manager.

Hongkong, 10th May, 1906. (114)

A WOMAN'S BRIDGE PARTY.

"Bridge afternoon?" said my friend, doubtfully. "All women, or mixed?"

"Mixed," I replied. "Four men and four women. Why do you ask?"

"Oh, then, I'll come," said my friend, with an air of relief. "But I vowed the other day, when I had eight women at my own house, that I would never have or go to, another entirely her Bridge party again."

"Why not?" I asked indignantly. "Women play just as well as men, and I'm sure women quarrel and abuse each other over it far less than men do."

"Yes—than men do when they're alone, perhaps, though women are fair hands, if they know a little, and fancy themselves a lot. But each acts as a restraint on the other. The women act as a restraint on the men's language, and the men as a drag on the women's innocence."

"Tell me what makes me so hot about it to-day. Last Tuesday I asked seven women players, making, with myself, two tables. On Tuesday morning one failed me, and I was in despair, for I have one throat, and, of course, I should have had to play at the cut-throat table myself. I was just starting out to hunt for an eighth, when I met Mrs. Flitters, who was talking to me."

"Mrs. Flitters?" "Yes," I replied.

"Little, talking, jingling, red-haired woman."

"Yes, and a tongue as long as your arm. I mentioned why I was in

SHIPPING.

ARRIVALS.

PEKING, Chinese str., 984, T. Johns, 15th August.—Shanghai 12th August, General Chinese.

CAIRO, British str., 2248, Learmonth, 16th August.—Moi 10th August, Coal.—Order, BAILLIE, French str., 377, L. Anderson, 15th August.—Pahot and Hoihow 14th August, General.—A. R. Marti.

KOWLOON, German str., 326, H. Stohr, 16th August.—Moi 10th August, Coal.—L. & C. & Co.

KELVIN, British str., 1228, A. Stott, 16th August.—Anoy 14th August, Ballast.—G. G. G. & S.

LAWRENCE, British str., 1311, J. Jackson, 16th August.—Saigon 12th August, General Chinese.

LEON, British str., 3,300, P. M. B. Lake, 16th Aug.—Calcutta 31st July, Matheson 10th Aug.—General—Starline, Matheson & Co.

MARIE, German str., 1,167, J. Petersen, 16th August.—Koben and Hoihow 16th August, Coal and Pig Iron.

SLAVONIA, German str., 7,000, Paradius, 16th August.—Hamburg and Singapore 16th Aug.—General—Hamburg-Amerika Line.

TO SAWANTA, British str., 1,616, 16th August, from CANTON.

YOUNG, British str., 1,367, J. H. Brown, 16th Aug.—Shanghai 12th Aug., General—Buttfield & S.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

Aug. 16th

KOAN, Man., Japanese str., for Kobo, Landau Schiffe, German str., for Yokohama, Sabine Rickmers, British str., for Newchow, Sheron Monera, British str., for Sawanta, Slatonia, German str., for Shanghai.

DEPARTURES

Aug. 16th

PEKING, Chinese str., for Canton.

HUE, French str., for Haiphong.

THAIKA, German str., for Shanghai.

KALIFIA, British str., for Calcutta.

NURIA, British str., for London.

P. R. LUTTRELL, German str., for Europe.

QUINTA, German str., for Sorelva.

SOSHU MARU, Japanese str., for Sawanta.

YACINTA, British str., for Brisbane.

SHIPPING REPORTS.

The British str. *Lander* reports: Light variable winds and smooth sea throughout.

The British str. *Knowsley* reports: Light S.S.W. wind, smooth sea and fine clear weather.

The British str. *Yachter* reports: Light to moderate S.W. winds and smooth sea; clear weather throughout.

The British str. *Lorraine* reports: Light and variable winds and calm, smooth sea and fine weather. On the 15th inst. passed by Saseung, in lat. 20° N., long. 112° E., from Hongkong for Singapore.

The Chinese str. *Fighting* reports: Fine clear weather, with moderate to light S.S.W. and S.W. winds, moderate to slight sea throughout the trip. Passed P. & O. str. *Mallard* Tong King Island, bound north.

VESSELS IN DOCK.

Aug. 16th.

ANGLO-INDIAN DOCKS.—KOWLOON DOCKS.—Alta, Yangtze, Wharf, Wharf, Charterhouse.

CO. OF MILITARY DOCKS.—Chowtai.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Bolson will be despatched for the above Ports TO-DAY, the 17th inst., at 3 p.m.

For Freight or Passage apply to

DAVID SASSOON & CO. LTD.

Agents.

Hongkong, 16th August, 1906. [1553]

Logo: A stylized emblem with a central figure.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO

CHINAHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA."

Captain Stabile, will be despatched for the above places TO-MORROW, the 18th inst., P.M.

For Freight or Passage apply to

SANDER, WIELER & CO.

Agents.

Hongkong, 16th August, 1906. [1553]

Logo: A stylized emblem with a central figure.

ORIENTAL PACIFIC LINE

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"TONAWANDA."

will be despatched for the above Ports on or about 20th August.

For Freight and further particulars apply to

SHEWAN, TOME & CO.

Agents.

Hongkong, 16th August, 1906. [1542]

Logo: A stylized emblem with a central figure.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN."

Captain Broc, will be despatched for the above Ports on or about MONDAY, the 20th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX.

Agent.

Hongkong, 16th August, 1906. [1546]

Logo: A stylized emblem with a central figure.

DAMPFSCHIFFS-REEDEREI "UNION" ACTIEN GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGA."

Captain Petersen, will be despatched for the above Port on or about SATURDAY, the 25th August, 1906.

For Freight, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 16th July, 1906. [1413]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PORT & RDG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	1 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 28th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 14th Sept.
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 25th Sept.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Brit. str.	1 m.		MESSENGERS MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	ALCINUS	Brit. str.	1 m.	E. Malchow	BUTTERFIELD & SWINE	On 20th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	P. E. FRIEDRICH	Brit. str.	1 m.		MELCHERS & CO.	About 15th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	KITA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, &c., VIA PORTS OF CALL	SPEZIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 2nd Sept.
MARSEILLES, &c., VIA PORTS OF CALL	HELVETIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 11th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	SENEGAMBIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 30th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	SEGOGIA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 17th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	KENTUCK	Brit. str.	1 m.		MELCHERS & CO.	On 29th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	KINA	Aus. str.	1 m.		HAMBURG-AMERIKA LINIE	About 15th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	AUSTRIA	Aus. str.	1 m.		HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, &c., VIA PORTS OF CALL	SELESIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 2nd Oct.
MARSEILLES, &c., VIA PORTS OF CALL	SCANDIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 10th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	PELEUS	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 21st Oct.
MARSEILLES, &c., VIA PORTS OF CALL	FOXLEY	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 1st Sept.
MARSEILLES, &c., VIA PORTS OF CALL	JOHN HARDIE	Brit. str.	1 m.		PORTLAND & ASIATIC S.S. CO.	On 4th Sept., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ALBENGA	Brit. str.	1 m.		TOYOKISEN KAISHA	To-day.
MARSEILLES, &c., VIA PORTS OF CALL	ATHOLE	Brit. str.	1 m.		MELCHERS & CO.	On 21st inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	EMPEROR OF INDIA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 27th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ATHENIAN	Brit. str.	1 m.		GIBB, LIVINGSTON & CO.	On 1st Sept., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	THEMONT	Aus. str.	1 m.		HAMBURG-AMERIKA LINIE	End of Aug.
MARSEILLES, &c., VIA PORTS OF CALL	BELLEGROUN	Brit. str.	1 m.		P. & O. S. N. CO.	About 19th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ARAGONIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	About 20th inst.
MARSEILLES, &c., VIA PORTS OF CALL	KANAKA MARU	Jap. str.	1 m.		MELCHERS & CO.	About 14th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	WILLIAMSON	Brit. str.	1 m.		JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, &c., VIA PORTS OF CALL	THINAN	Brit. str.	1 m.		BUTTERFIELD & SWINE	To-day.
MARSEILLES, &c., VIA PORTS OF CALL	TAIPEH	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 21st inst., at 4 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	DAHINE	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 25th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SCOGGIA	Brit. str.	1 m.		SIEMSSSEN & CO.	Quick despatch.
MARSEILLES, &c., VIA PORTS OF CALL	TOHAWA	Dan. str.	1 m.		HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, &c., VIA PORTS OF CALL	SHAM	Dan. str.	1 m.		SANDER, WIELER & CO.	On 10th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	TIJNAH	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 21st inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	KWANG					

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th September.
GLASGOW and LIVERPOOL	"MOYUNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 20th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEBWARDS.

FROM	STEAMERS	TO SAIL
LIVERPOOL DIRECT	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 26th August.
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via HAMA	"BELLEROPHON"	On 1st September.
NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.

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